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Addendum

IMPACT OF THE IMPLEMENTATION OF SECURITY COUNCIL RESOLUTION 748 (1992) DURING THE PERIOD FROM 15 APRIL TO 15 NOVEMBER 1992

Since it was first imposed on 15 April 1992, the implementation of Security Council resolution 748 (1992) has caused injury to the Libyan Arab people in various humanitarian and economic aspects of life, as follows:

Humanitarian impact

As a result of the implementation of the aerial embargo on the Jamahiriya, its citizens and various categories of aliens resident and working there have been exposed to a number of negative and highly dangerous humanitarian effects and repercussions, of which we give examples below.

It has been impossible to send abroad approximately 5,445 critically ill patients, who cannot be treated locally and require direct transport abroad by air. We mention in particular the urgent cases who would formerly have been transported by air ambulances or other passenger aircraft, such as cardiac patients, complex embolism patients, kidney transplant cases, separation of the retina cases, patients requiring brain surgery, neurosurgery or spinal transplants and various burn and cancer cases. One hundred and fifty of these seriously ill patients have died while being transported by land to the airports of neighbouring States, owing to the severity of their condition and the length of the journey.

The halt in air travel has delayed the arrival of the bodies of Libyan citizens who died abroad and also the transportation to their countries of the bodies of aliens who died in the Jamahiriya. The number of aliens who died in the Tripoli municipality alone during this period was 118. In addition, there

were the humanitarian and health problems involved in the transportation of these bodies through a number of ports.

The condition of many allergy patients has also deteriorated because of the delay in the arrival of certain drugs normally imported by special fast order and some of the necessary operating equipment and because of the suspension of maintenance services for medical and electromechanical apparatus as a result of the non-arrival of spare parts by air. This has resulted in the death of 150 nursing infants and 45 Libyan women in childbirth in the hospitals of the Jamahiriya.

It has been impossible for many medical and paramedical personnel to accept work in the Jamahiriya because of the difficulties facing them. Some 1,703 medical and paramedical personnel contracted to work in the various health facilities were unable to come. In addition, more than 100 medical and paramedical personnel present their resignations each month, so that the number of those who had resigned in each municipality up to mid-November totalled more than 700, which caused disruptions in the provision of health services in the various facilities.

The aerial embargo has caused a delay in the arrival of consignments of medical supplies and difficulties in obtaining their release because information and documents for the consignments did not arrive on time. There has also been difficulty and confusion in the delivery and storage of all vaccines, sera, blood derivatives, hormones, laboratory agents for AIDS and irradiated iodine. These are exposed to spoilage as a result of aerial conditions and handling aboard ship and in ports, which has actually caused a modification of infantile paralysis vaccine owing to its delivery by this method. In addition, there is the difficulty and lack of control over the transport of deliveries of anaesthetics by sea, inasmuch as a large part of the consignments shipped by the Janssem company were lost.

Orders to replace exhausted medical supplies such as drugs, apparatus, and essentials have been delayed, including 156 orders relating to sera, vaccines, laboratory reagents and operational materials, this has affected the level of the provision of medical services.

The programme of visits by medical professors, specialists and lecturers, invited from various universities and colleges in Austria, Yugoslavia, Germany, Switzerland, France, Italy, Poland and Bulgaria, has been obstructed, and approximately 130 professors and specialists in various medical fields have been unable to come to the Jamahiriya to treat ill and critically ill patients, perform delicate surgical operations, participate in university examinations and take part in scientific conferences, medical symposiums and other meetings held in the Jamahiriya.

The joint programme agreed on with the World Health Organization (WHO) has been held up, since most of the visits of experts and work teams assigned by WHO were cancelled or postponed. This constitutes an obstacle to the development of the health sector, impedes basic health care programmes,

endangers health cooperation and prevents the attainment of WHO's objectives of implementing a health strategy for all by the year 2000.

As a result of the aerial embargo, road traffic to ports and neighbouring countries has increased, leading to an increase in traffic accidents. Traffic accidents increased from 2,401 in 1991 to 4,318 in 1992, for the same period. The number of deaths increased from 389 to 691, an increase of approximately 100 per cent.

The aerial embargo has made it difficult for Libyan delegations to participate in a number of international and regional conferences, as well as scientific symposiums and seminars.

A number of Libyan citizens have been unable to perform religious rites, such as the Hajj and the Umrah, because they were unable to find means of transport to the holy places that were appropriate to the health and disposition of each pilgrim, as well as comfortable.

Economic impact

As a result of the imposition of the embargo on the Jamahiriya, the national economy has been exposed to considerable damage, and economic activities have also felt the impact of the embargo, inasmuch as the accessible direct loss may be estimated at approximately $2.2 billion. We give some examples below:

Food

The loss in agricultural and livestock production from the date of the imposition of the embargo to 15 November 1992 was approximately $1,474 million. That was due to the halt in air deliveries of veterinary drugs and vaccines from certain European countries, such as France, Switzerland, Germany and the United Kingdom, and it resulted in the non-implementation of the programme for the protection of livestock from epidemic and communicable diseases and a proportionate increase in deaths among non-vaccinated newborn animals.

Air shipments to the Jamahiriya were halted, and other means of transport were employed for delivery of incubator chicks and eggs. This led to a decline in incubation rates and a rise in death and breakage rate and, consequently, to a decline in the amounts of poultry and poultry products on the markets.

The aerial embargo also affected the flow of certain basic and essential consumer goods, in particular dairy products, such as milk and infant formula. The meat supply was also affected. There was a delay in the arrival of certain items essential for agricultural production.

Exports and industrial production

The programme for non-oil Libyan exports, particularly those goods that used to be exported by air, such as vegetables, fruits and fish, has seen a decline of 44 per cent below the target figure or an estimated $234 million, as a result of the need to export them by land or by sea to an alternate shipping point. This is in addition to the necessity of exporting to markets that will realize a lower return for these exports.

The value of credits opened for the delivery by air of the various foodstuffs, operational requirements, drugs and the equipment needed for the various economic activities totalled $500 million, but some of these essential goods, in particular drugs, did not arrive on time.

The production process in many factories has been affected as a result of the restrictions imposed on the import of chemicals and certain cleansing materials required by the factories. The spare parts necessary for the factories have also been delayed, as has the arrival of maintenance and assembly technicians and experts, and this has delayed the production process.

Transport and communications

As a result of the halting of external air transport, Libyan Arab Airlines has lost direct revenues as a result of a decline in sales amounting to approximately $254 million. Moreover, the operating rate of the company's aircraft has declined by 70 per cent from the figure prior to 15 April 1992.

The security and safety of internal air transport has been endangered as a result of the unavailability of spare parts, the impossibility of carrying out required periodic maintenance on time and the decrease in stocks of spare parts in company stores, which have also caused an increase in the number of aircraft out of daily operation, affecting 50 per cent of the total fleet.

The company is incurring financial costs amounting to $80 million for the payment of employees' salaries and wages, rental of offices at home and abroad and settlement of outstanding benefits without earning the planned economic return.

The cessation of external activity by the Libyan Arab Air Freight Company has caused the loss of large sums which would have been earned under expected contracts, as well as a loss of earnings from contracts already concluded amounting to $6 million.

The company is bearing the costs of salaries and wages amounting to $9.5 million, as well as the expense of maintaining its aircraft ($10 million), without earning the planned economic return.

The Light Air Transport and Technical Services Company has lost income estimated at some $1.25 million as a result of failure to obtain the spare parts required for programmed maintenance and operation of its aircraft.

The General Board for Civil Aviation and Meteorology has incurred costs of $8 million representing payment of wages and salaries to workers without earning the planned return. It also incurred an annual loss of over $3 million as a result of the halt in air traffic.

The Socialist Airports Company has incurred costs of $4 million in wages and salaries for workers without earning the planned economic return. It has also lost income from parking and take-off fees and other services, amounting to $5 million, as a result of the halt in international air traffic through the airports of the Jamahiriya.

Freight traffic at ports has been affected by the provision of daily passenger transport services from those ports. This has had an adverse effect on the services provided to freight vessels, in the form of delays which generate additional charges. Thus, the rates of depreciation for ships and other equipment have risen to between 20 and 25 per cent above normal.

It has been necessary to hire or purchase boats to overcome the problem of transporting passengers from and to the Jamahiriya, at a cost of $14 million, with no prospect of economic return.

The increased use of private and public cars and lorries on land routes has resulted in a greater incidence of damage to roads. This in turn has led to additional expenditure on maintenance amounting to over $15 million, as well as spending to compensate for increased wear and tear and maintenance for all means of transport and increased fuel consumption, which it has not yet been possible to quantify.

The annual receipts of the General Company for Posts and Cables and Wireless Communications have fallen by about $8 million from their level before the embargo as a result of the non-arrival of spare parts and lack of necessary maintenance. The company has also sustained additional financial burdens in the amount of $314,000 as a result of the routing of mail through intermediate points.

The increased delay, ranging between 48 and 72 hours, in the receipt of incoming mail and the forwarding of outgoing mail has further affected the activities of the oil, banking and information (receipt and distribution of foreign newspapers) sectors. The disruption of communications has had a direct effect on the provision of essential humanitarian services, such as hospital, first aid and civil defence services.